

insert the following
the Governor Sir
J.M.G. to Mr. Fox,
and the others from
Relief Commission, to

show: Please wire to
Hongkong for consul
where the gentleman
dining to assist in dis-

"Nanning, 4th May.
Arrived Nanning;
here until morning of
it day return by river
receive further tele-
grams extends to East
not suppose that Hong-
to relieve those districts
amount of food, low
at West River, what
and cost at which rice
and. Am staying with
Alliance Mission. Have
and Magistrate, who are
of relief. Wire details
to-morrow. The only
eaten is Kweichow. All
is supplied with rice."

"Nanning, 6th May.
Have consulted officials
a number of persons in
Nanning City at 28,000
at 48,000. Free distri-
bution of cheap rice have
since the 12th of February
their rice supply will only
on days. Recommend
distribution of rice
cheap rice in Nanning
of Tsim Fa dis-
July. Estimate total
aired at 13,300 piculs.
any that relief should
transport from Kwangtung
ve days, and unless rice
supply is exhausted the
dinkies and workshop con-
Nanning and surrounding
advise co-operation of
with Committee formed
in Langchow, in Taijing,
Langchow and Pasi is
Je. In these places rice
is scarce and many are
The present cost of rice
x tails per picul. The
to the officials and gen-
out organization of local
funds are spent and no
nabable from local sources."

FIRE CASE.

IN MANILA.
The fire has already imagina-
ant was given in the Zafra
wessant to Manila stating
a favour of the defendant
aggravated writer in the
was what purports to be
points in the evidence, from
following extracts:—
it was alleged the money
evidences and they showed
tampered with previous
are opened by the agents
city." Again—
company showed that the
opened or even tampered
was intact at the time they
the agents of the Chinese
and that if they were em-
it either before the vessel
long or by the agents that
in this city."

"We aware, the money was
put into one box, and that
never it contained goods not
shipper's agents applied

TED CHALLENGE.

—About two years ago I
one paper about Bentley's
scrapbook. As at the last
City Hall I heard Bentley
to the Court, the Canadian,
to take all. Now that
my eye, I understand, with
he cannot get his match,
o "scrap" up to Tuesday

MER MOVEMENTS.

er Oceanica, with the next
Singapore on the 10th inst.
via Saigon.
er Galleo, with mails, etc.,
his port on the 9th inst.
er Hongkong Mail, with
Francisco to the 22nd ult.
ave Yokohama for this port
land Sea.
er Athenian arrived at
Nagasaki on the 14th inst. and left
on the 9th inst. and left again
day for Kobe, where she is
5 a.m. yesterday.
er Nankin left Singapore
on the 10th inst. at 5 p.m.
er Badouah left Singapore
on the 11th inst. and is due here
10 a.m. and is due here
er Alcinous left Singapore
on the 14th inst. and is due here
on the 14th inst. and is due here
er Rosetta left Manila
on the 14th inst. and is due here
on the 14th inst. and is due here
er Andromeda left Manila
on the 14th inst. and is due here
on the 14th inst. and is due here
er Nankin left Manila
on the 14th inst. and is due here
on the 14th inst. and is due here
er Rosetta left Manila
on the 14th inst. and is due here
on the 14th inst. and is due here
er Andromeda left Manila
on the 14th inst. and is due here
on the 14th inst. and is due here

NORTH BORNEO.

PAPER BY MR. HENRY WALKER.
(Continued.)

Timber.—The timber trade of North Borneo has undoubtedly been very beneficial in the advancement of the country. We have immense forests, which led to a trade with China, and two steamers of about 1,500 tons have been making monthly trips to Hongkong since 1896, taking full cargoes of timber, and a third steamer has lately been engaged in this trade. We have also supplied the Manila Railway with several cargoes of sleepers. At Sandakan there are two large saw-mills, which supply sawn timber to the neighbouring Dutch Islands, and I am glad to say that our American neighbours in the Philippines are also good customers. At Kudat, also, there are very extensive saw-mills, which are turning out excellent planks and railway sleepers.

The steamers engaged in the timber trade with China, being Chinese, Japanese, and Filipinos, who desire to work or to settle in our territory. In December, 300 Chinese arrived in North Borneo, and 450 more came in January. The Governor has advised the Court that, in 1903, there will be a stream of Chinese immigration, which will, undoubtedly, increase as the years roll on.

You are probably aware that the Chinaman is taxed in Canada, and he is excluded from Australia and the United States. The only countries where he is freely admitted are Mexico, Malay Peninsula, and the islands in the Malay archipelago. Chinese labour has lately been so much referred to that I should like to mention that it is not easy to induce Chinese to leave China. The Mandarins object to the taxpayer leaving China, the Christian missionaries in China object to losing his converts, and the Chinaman does not wish to leave China. The only practical inducement is cheap land, and the knowledge that he can work on his own account—both of which we are able to offer. I may mention that an able-bodied Chinaman contributes, indirectly, fully over 20 dol. annually to the revenue, so that any reasonable expense incurred in bringing Chinese to North Borneo is a decidedly profitable investment. The cost of introducing Indian coolies is about 60 dol., and we find we can introduce Chinese settlers and coolies with less difficulty and less cost.

The prosperity of Kudat I attribute to the introduction of Chinese settlers in 1893, and to the low price charged, in the first instance, for land.

The planting of coffee and coconuts near Kudat was largely due to the Chinese hand sawyers. Attended at first by the timber near Kudat, they made vegetable gardens round their huts, and the richness of the soil led to their planting coffee and coconuts. The cultivation of coffee has received a severe check by the low prices ruling for some years, but coconuts are sufficiently remunerative, and the Chinese have lately begun to make coconut oil both at Kudat and at Sandakan. Coconut cultivation is rapidly increasing in North Borneo, and is taken up by natives, Chinese, and Europeans. At Tawau, the coconut palms already extend three miles along the sea front, and promise to be exceedingly remunerative.

At Sandakan, a company is engaged in the extraction of a dye from the bark of the mangrove, which also yields tannin. This promises to be a very large business in North Borneo. We have about 1,000 miles of sea frontage, and assuming that only 500 miles is edged with mangrove, there is room for twenty-five mills, allowing twenty miles of mangrove to each mill, which is sufficient to ensure a personal supply of mangrove bark. I am told that the tanners in England could use 100,000 tons of mangrove extract annually, provided quantity and even quality are guaranteed.

Tobacco.—The annual exports of estate tobacco which is almost entirely used for covering cigars is about 20,000 bales, valued at £10 to £40 a bale. The tobacco industry in North Borneo has been a prosperous one for some years, and we hope to see it greatly extended. The best result for the 1901 crops was obtained by the New Darvel Bay Tobacco Company. On an expenditure of about £26,000 they received in Amsterdam £72,000, or about double what the crop cost them to grow.

Minerals.—Gold and coal have long been known to exist in North Borneo. At one time the alluvial goldfield round Darvel Bay and on the Segama River seemed likely to be an attractive one, and in 1888 nearly 100 Chinese were washing for gold on what is now the Darvel Bay Company's Tobacco State, but in those days we had no regular steamer to Darvel Bay, the miners had to pay heavy prices for provisions, and what I believe may yet be a profitable goldfield ceased to be worked. In Saravak and in Dutch Borneo, the alluvial gold is worked by Chinese settlers. These people make a living by agriculture, and they have all the comforts afforded by the presence of their wives and families. I believe that, had our Chinese gold workers had similar facilities as those in Dutch Borneo, we should, to-day, have had a large gold-working population in Darvel Bay.

Coal is being prospected for by a syndicate, and their engineer, Mr. Phillips, has lately located, and traced for a mile, a three-foot seam in the vicinity of Cowrie Harbour, on the east coast, and it is confidently anticipated that this seam will shortly be worked. Coal also exists at Nalayan, near the railway. In 1902, a very important mineral concession was granted to an influential syndicate on the understanding that a large sum of money is to be spent annually on prospecting. This syndicate has lately sent out a number of experienced prospectors to explore our territory, and offered a reward for finding minerals. A lode of manganese, yielding 56 per cent. of the pure ore, was lately found by Mr. John Cameron on the Borneo Office Company's

estate in Marudu Bay. This valuable find together with the fact that both coal and iron ore are known to exist in Borneo in large quantities, points to the possibility of North Borneo becoming a steel-producing country. Copper and antimony are both believed to exist in North Borneo. Platinum is found in small quantities in conjunction with the alluvial gold in the Segama River. Mineral oil oozes out in various places, notably in the Segama River, at the extreme north of the territory, and on the Klias peninsula. From this you may gather there are great possibilities for the prospector in North Borneo.

Religion and Education.—With regard to religion and education, the Roman Catholics were the first to send a priest to North Borneo. In 1881, the year of our charter, the present Pope, Leo XIII, requested the Rev. Father Jackson to report what would be due to introduce religion and civilisation among the natives of Borneo, and missions have since been established on three rivers on the west coast under priests, who impart knowledge to the natives in their own language. At Sandakan, on the east coast, large schools for boys and girls have been established under the charge of two priests and four nuns, where education is imparted in English.

The Society for the Propagation of the Gospel sent the Rev. W. H. Elliot to North Borneo in 1888, who has established schools and churches in Sandakan, Kudat, and Lahau. At Kudat, the Rev. Mr. Richards holds a service in Chinese for the benefit of about 700 Chinese, who, before emigrating to Borneo, were converted to Christianity by the Geneva Mission of Hongkong.

Sandakan is the capital of British North Borneo. When Mr. Pryer, the first resident, went to Sandakan Bay in 1878, the town consisted of a few scattered huts and some native huts, and was situated in an obscure corner fifteen miles up the Bay. A few months later it was burnt down, and Mr. Pryer selected the present site, near the entrance of the Bay. It is somewhat difficult to realise the change that has taken place. In 1882 there was a small town, but in 1883 Chinese were coming in hundreds every month. Shops sprang up rapidly, and when I arrived on the scene in 1883, I found an extraordinary collection of houses, and a very busy town.

In 1885, a fire was caused by a Chinaman roasting a pig, and the whole of the Chinese quarter was destroyed. The town was rapidly rebuilt on an approved plan. The houses you see are chiefly of wood with iron roofs, and many of them built over the water; but reconstruction is going on; the ground is being raised, and brick houses are being built.

In 1888 we had a bigger land boom, brought about by tobacco planters. The land office sold over half a million acres, and the cash received by the land office in three years—1888, 1889, and 1900—amounted to £117,000 sterling, or say, £30,000 a year. I am glad to mention these two land booms, because it affords a idea of what is possible in the future.

I say it is difficult to realise the change that has taken place at Sandakan since Mr. Pryer selected this site for the town. The first Governor, Mr. W. H. Treacher, told me that he visited Sandakan Bay, in 1872, in H.M.S. "Modeste," and as they returned down the Bay, the commander fired two shells at a white cliff in the jungle. In 1885, when we looked the top of the cliff, on which the Government offices are built, we found a seven-inch shell. That will give you some idea of the change effected since 1881. We have replaced the jungle by a town. The revenue of Sandakan, in 1881, was 20,000 dol., and last year's estimate was 367,000 dol., or eighteen times increase.

The site for the town of Kudat was selected on account of its excellent harbour. Like Sandakan it was uninhabited, and the land was covered with jungle. The timber was valuable, and shortly after my arrival at Kudat in 1883, where I took charge of the public works department, I obtained permission from the Governor, Mr. Treacher, to spend a hundred pounds on an experimental shipment of timber to Hongkong, which, I am glad to say, helped to pave the way to our present timber trade. It will interest you to hear that one tree measured before it was cut into convenient lengths about one hundred and eighty feet from the ground to the topmost branch.

The population of Kudat (about 1,500 souls) is included by the last census in Marudu Bay, where the population is 16,316. The revenue of the Kudat district in 1881 was 16,000 dol., and last year's estimate was 154,000 dol.

There are five large tobacco estates near Kudat besides coffee and coconut plantations. Kudat was cut out of the jungle by Mr. Alfred Everett. While so employed, it was arranged that a steamer should call periodically with food supplies. Some hitch occurred, and on one occasion Mr. Everett and all his coolies were without food, and were actually leaving the new township, when they saw a steamer approaching. I have known Smakan in former days almost at famine prices, and, looking back, I think a great deal of credit is due to the administration in North Borneo that so many stations should have been opened with so few exciting incidents on our records.

The importance attached to Jesselton by the Court of Directors may be gathered from the suggestion, already made, to remove the administration from Sandakan to Jesselton. I first landed at Jesselton in the beginning of the year 1900 to lay out the new town. At that time there was only one native hut on the plain, which was then used as a grazing ground. A great change has since been made. This is entirely due to the railway, which now runs from the wharf at Jesselton through a fairly populous district for 57 miles, to Beaufort, thence to Rayoh 21 miles, and is being continued to Fort Birch, in the interior, another 12 miles, say 50 miles without a break, to which must

be added the connecting line, 20 miles, from Beaufort to Port Weston, in Brunei Bay, which has been working for two years.

The harbour of Gaya, in which Jesselton is situated, has long been looked upon as an important one by His Majesty's Government. It has been recommended by those best qualified to give an opinion as a naval station and as a base to command the China sea, and it would be a convenient port of refuge in war time for English shipping.

The railway is now an additional reason, as it could bring down large supplies of cattle and food from the fertile districts of the Padus and from the villages along the railway.

The revenue of Jesselton is rapidly increasing. This is to be expected from the opening up of the country by the railway, which is giving a great impetus to trade and agriculture. Hitherto the shopkeepers in the villages along the line of railway obtained their supplies from Labuan by small trading vessels. They now find they can get supplies direct from Singapore to the railway terminus at Jesselton without the expensive transshipment at Labuan, or the dangerous transport in small craft from Labuan, which was formerly necessary. To the Administration, this concentration of trade at one port, which is entirely due to the railway, is of the very greatest importance, as it facilitates the collection of Customs and prevents smuggling.

At the back of Jesselton, and within say three miles, the crest range of hills begin to rise, culminating in the great mountain Kinabalu, 13,700 feet high. Apart from their picturesque grandeur, these mountains afford great possibilities for tea planting and for other products. Some of the natives who live on the slopes of Kinabalu raise a very good tobacco, which is exported to Brunei to the value of some 6,000 dol. yearly. The present export is very small, but cultivation of my kind has always been carried on by the natives of the interior under very adverse circumstances. This tobacco is cultivated at a distance of two days' journey from the coast, and it has to be carried by the natives, on their backs, through the jungle. These interior natives also raise a very good rice, but they have had no incentive to grow more than they could eat, owing to the want of roads and means of transport. This is now receiving attention, and we may shortly see a great increase in the export of native-grown produce.

PARA RUBBER IN SANDAKAN BAY.
There is an estate on the Segama River in Sandakan Bay, planted by the North Borneo Trading Company in 1898. In May, 1901, the age of the oldest trees was a little over two years and half. The girls of the oldest trees, three feet above the ground, averaged about seven and a half inches, and the height, 20 to 25 feet. I did not see a single sickly tree. These trees were grown from imported plants, and they then numbered 30,000 trees.

The indigenous rubber and grass of North Borneo are of importance. On the Tawau River, a tributary of the Padus, in the far west, the natives cultivate a rubber-yielding creeper called *Mangrove*. I am told it grows to a very large size, and yields a considerable quantity of rubber annually. The rubber growing in the forests round Sandakan Bay is well-known as *Diopis* or *Palaquium longifolium*. It is valued at over five shillings a pound. A company has lately been formed to plant this and other guttas, also rubber, in North Borneo.

I have now concluded my paper on British North Borneo. I have tried to give you an idea of the country as it is under the rule of the chartered company. We have done good by our administration. How much has been done in the last 22 years is difficult to calculate. The Hon. H. K. Kemp, whom you all know as the Hon. H. K. Kemp, in his report on his expedition to Borneo in H.M.S. *Dido*, sixty years ago, which I will read, as it helps me to explain what the chartered company is striving to achieve.

"Should so fortunate occurrences ever fall to the lot of Borneo—should a wise and a wise Government ever be established on her shores; the Government that will religiously respect property, and secure to industry the fruits of her labour; that will, by a wise system of laws, protect the peaceful and punish the violator of the laws of a well-organized society; that will direct the industry of the people to useful purposes, and check their propensities to idleness and plunder—such a Government, in a short series of years, would behold a rich and cultivated smile upon her jungles, and a tall and increasing population, blessing the hand that awoke them to life, to happiness, and to prosperity."

(Continued.)

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST MAY.

Below overflow. Below overflow.
Tyam 86 ft. 11 in. 45 ft. 9 in.
Pokfulam 42 ft. 0 in. 29 ft. 0 in.
Wongmichong 43 ft. 14 in. 28 ft. 9 in.

STORAGE GALLONS.
1902. 1903.
Tyam 8,320,000 104,200,000
Pokfulam 8,320,000 9,600,000
Wongmichong 8,320,000 434,600

Total 9,170,000 118,554,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF APRIL.

1902. 1903.
Consumption ... 39,146,000 67,960,000 gallons
Estimated population ... 213,500 218,400

Consumption per head per day 4.7 104 gallons
Intermittent supply in force during April of both years. 10,116,000 gallons supplied from other sources than reservoirs during April, 1902, giving a supply of 623 gallons per head per day from all sources.

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF APRIL.

1902. 1903.
Consumption ... 8,675,000 11,187,000 gallons
Estimated population ... 55,650 61,000

Consumption per head per day 4.8 181 gallons
The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,
Water Authority.

MISCELLANEOUS NOTES AND NEWS.

U.S. STEEL CORPORATION.

The report of the United States Steel Corporation for the year ending December 31, 1902, shows that the net earnings of all the properties of the company were \$33,308,764 dol., of which \$24,774,389 dol. are devoted to the sinking funds of the bonds of subsidiary companies, depreciations, extinguishments, and improvements. This leaves a balance of 108,334,374 dol., from which, after paying interest, dividends, and sinking funds of the corporation bonds, a surplus remains of \$4,253,687 dol. The total surplus is now \$7,874,597 dol.

THE LADY BARBISTER.

Like the advocates of Scotland a few years ago, the barristers of England are threatened with competition from the spindle side. A lady has sought admission into their ranks as a member of Gray's Inn. The Benchers of the four Inns are nothing if not gallant, and they are understood to be in favour of the lady, but regret that they cannot accept her as a student. Their spirit is willing, but the rules and regulations of their order have been framed entirely for the accommodation of male students. This was the position of the Scottish Law Faculty when a Miss Hall, having passed all the examinations, sought permission to practice at the Bar. In her case, however, there was not the preliminary difficulty of becoming a member of an Inn, and besides acquiring a knowledge of the law, assimilating a certain number of hall dinners. The question of admitting ladies to the membership of the Inns has already been academically considered and decided in their favour. But that is only a pious opinion, and no precedent can be found for putting it into practice.

BRITISH PARLIAMENT'S ATTITUDE TOWARDS MUSIC.

MR. P. should know their Hansards. It may be true as Mr. Galloway complained in pleading for a national opera, that Parliament has given scant thought to music, but it is not quite correct to say that there is no record of music ever having been discussed in the House of Commons. It was only the other night, says the *London Chronicle*, that a Member of the House, who belonged to Lord Rosebery's Ministry, told us that to him "all music was delectable," and far back in the annals of Parliament is a record of a prohibition imposed upon "all persons called fiddlers or minstrels" from playing, fiddling, or making music in any inn, alehouse, or tavern. The fiddler whose love of music was stronger than his love for Cromwell's law was to be declared a rogue and vagabond. And have we not had, in our own time, debates upon music in public houses? Mr. Galloway's reproach however may do the House of Commons good, and now that we have a musical Prime Minister and a King who founded the Royal College of Music something may be done to develop the musical instinct within us. We have, at any rate, the consolation always with us that it was an Englishman who made the first piano.

FOURTEEN-TELLING IN PARIS.

Fortune-telling is fast becoming a Parisian society craze. Certain coincidences of fulfilment have once more brought into notice the celebrated Madame de Thiéres, who in a volume recently published predicted the burning of a theatre in a large French provincial town between March and June, a Paris theatre being also doomed. According to the prophetess, who has been admitted to several European Courts, the year 1903 is to be marked by untoward events. Political troubles, deaths of exalted personages and celebrated dramatic artists, Germany upheaved, another Northern Power on the brink of a financial volcano, and crucial negotiations between British and Russian diplomats are amongst the portentous announcements of the fashionable pythoness. Madame de Thiéres declares that her science is not of the "determinist" order. She deduces the future from the hands of living personages who stand for certain collective social masses. She believes that apparently inevitable fatalities may be diverted by the exercise of a strong free will in the control of passions leading to suicide. The projects and intentions of destiny are not immutable, and the gift of spiritual discernment noticeable in the live Sibylline utterances of Paganism may be found in a far higher degree amongst the annals of wonder-working Christian saints.

MOTOR OMNIBUSES FOR LONDON.

Should the experiments to which the London General Omnibus Company is committed prove successful, the days of the London "bus horse" may be said to be numbered, and that patient and long-suffering animal will stand an excellent chance of being relegated to the Zoo or to the knacker's yard. It is the presence of the motor omnibus that bids fair to accomplish this change. According to a London contemporary the company has already ordered nine or ten of these modern vehicles for London passenger traffic. The first, which has been manufactured by the Fischer Motor Vehicle Company, of Hildesheim, was to be set running at once, probably on the Kensington line. Others, built by various firms, will follow in due course. But the most important departure of all in connection with public locomotion is the contemplated abolition of horse, and the substitution of electric traction on all the company's omnibuses. Some of the best-known English and Continental manufacturers have been asked to supply samples of motors suitable for this purpose. The "conversion," it is stated, can be effected at a moderate cost, and without any very great structural alteration in the present type of London omnibus. Between 1,500 and 1,600 omnibuses will be fitted up in this way by the company should the series of experiments, which will be carried on during the next month or two, be satisfactory. The Fischer motor omnibus has been running in the streets of New York. It carries thirty passengers, and in appearance it resembles the present London type of vehicle, save that there is a canopy over the driver's seat.

PHOTOGRAPHIC.

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Hongkong, 7th May, 1903.

NOTICE.

WANG HING, JEWELLER.

has REMOVED to No. 10 QUEEN'S ROAD CENTRAL (opposite Messrs. KELLY and WAH) and has also kept his old Shop as a Branch Establishment, named WANG HING & CO.

Hongkong, 23rd March, 1903.

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A SMALL Collection of the Choicest Old CHINESE PORCELAIN ENAMELS and BRONZES.

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Hongkong, 4th April, 1903.

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Hongkong, 14th April, 1903.

MR. CHADWICK KEW

DENTAL SURGEON, No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—8 A.M. to 5 P.M. Hongkong, 14th March, 1903.

FOR SALE.

ONE LARGE IRON SAFE, Size 5 ft. 10 in. high by 3 ft. 8 in. by 2 ft. 1 in., by M. Wanner, Hamburg.

V. I. REMEDIOS, Hongkong, 2nd May, 1903.

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WIRD ein Deutscher als Vorwarter für den deutschen Klub "Eintracht" Gehilfsbedingung nach Uebereinkunft.

Adresse:— VORSTAND, KLUB-EINTRACHT, Hongkong, 16th April, 1903.

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FROM 1st MAY, until further notice, the retail price of ICE will be TWO CENTS PER POUND. Rates for One Ton and upwards, supplied to shipping direct from the Works will remain as formerly.

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Hongkong, 11th April, 1903.

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 vessel are hereby informed that their Goods are
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 Hongkong and Kowloon Wharf and Godown
 Company's Godowns, at Kowloon, where each
 consignment will be sorted out Mark by Mark
 and delivery can be obtained as soon as the
 Goods are landed.

This Vessel brings on Cargo—
 From London, &c., ex *ss. Rome*.
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 From Persian Gulf, ex *B. I. S. N.* and
 B. & P. S. N. Co.'s Steamers.
 Goods not cleared by the 15th inst., at 4 p.m.,
 will be subject to rent.
 No Fire Insurance will be effected by me
 any case whatever.
 Damaged packages must be left in the God-
 owns for examination by the Consignee's and
 the Company's representative at an appointed
 hour. All Claims must be presented within
 ten days of the steamer's arrival here, after
 which date they cannot be recognised. No
 Claims will be admitted after the Goods have
 left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 8th May, 1903.

FROM HAMBURG, ANTWERP,
PENANG AND SINGAPORE.

THE N.D.L. Steamship

"STRASSBURG."

Captain Madson, having arrived from the above

ports, Consignees of Cargo are hereby requested

to send in their Bills of Lading for countersig-
nature by the Undersigned and to take im-
mediate delivery of their Goods from alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
to-day, the 7th inst.Any Cargo impeding the discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignee's risk and expense.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undischarged after 14th inst. will be subject to
rent.At broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 14th inst. at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 7th May, 1903.

STEAMSHIP "SALAZIE."

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London &c.,

Glasgow, and from Bordeaux &c.,

Cambray and Ville de Marseille, in connection
with above Steamer, are hereby informed that
their Goods, with the exception of Opium,
Tobacco and Valuable, are being landed and
stored at their risk in the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, where delivery may be
obtained immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, to-day, the 5th inst., requesting
it to be landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining undischarged
after 1st inst., at 3 p.m., will be
subject to rent and landing charges.All claims must be sent in to me on or before
the 3rd inst., or they will not be recognised.
All damaged packages will be examined on
Tuesday, the 12th inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 5th May, 1903.

OCEAN STEAMSHIP COMPANY,
LIMITED.AND
CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"HYSON"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at "consignee's risk." The Cargo
will be ready for delivery from Craft or Godown
on and after the 9th inst.Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 a.m. on the 16th inst.No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undischarged after the 16th inst. will
be subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 23rd
inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th May, 1903.

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

11, Wanchai Road, October, 1900.

CARMICHAEL & CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

Repairs Promptly Attended to.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE, 232.

HONGKONG, 13th March, 1903.

FOREIGN AND COLONIAL STAMP
DEALER.

No. 39, WYNDHAM STREET, HONGKONG.

Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.Is also prepared to purchase and Postage
STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed.

HONGKONG, 17th October, 1899.

PUBLIC COMPANIES

THE YANGTZE INSURANCE
ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS

DIVIDEND at the rate of Twenty per

Cent, being Twelve Dollars per Share, on the

Paid-up Capital of the above Association, has

been declared payable in Cash, at ex-
change 73, at THE CHARTERED BANK, ON THE
HONGKONG AND SHANGHAI BANKING
CORPORATION, Shanghai, on and after this date
to Shareholders of record on the 11th April,
1903.By Order of the Board of Directors,
W. S. JACKSON,
Secretary.

Shanghai, 22nd April, 1903.

HONGKONG STEAM WATER BOAT
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of Six

per Cent. for the Half-year (from 1st
October, 1902 to 31st March, 1903) has been
declared.DIVIDEND WARRANTS will be issued
on and after the 16th inst.The TRANSFER BOOKS will be CLOSED
from the 13th to the 16th inst., both days
inclusive.By Order,
CHAD. T. KEW,
Acting Manager.

Hongkong, 8th May, 1903.

THE "STAR" FERRY COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTH ORDINARY ANNUAL
MEETING of SHAREHOLDERS
in the above Company will be held at the
COMPANY'S OFFICE, No. 2, Connaught
Road, at Noon, on WEDNESDAY, the 20th
MAY, for the purpose of receiving the Report
of the Directors, with a Statement of Accounts
to 30th April, 1903.The TRANSFER BOOKS of the Company
will be CLOSED from the 15th to the 20th
MAY, both days inclusive.R. J. MACGOWAN,
Acting Secretary.

Hongkong, 9th May, 1903.

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.

The only office in China having European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHIEF & CO., Established 1859.

Furnish Household Requisites. Depot for
Rastman's Kodak Films and Accessories,
17a, Queen's Road Central.

CHONG LEE & CO., Furniture Store.

Established over 20 years. Importers and
Exporters. Teakwood Furniture, Black-
wood, Jewellery, &c., highest grade,
best and cheapest. 8, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS

Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paresand Iloilo

PHOTOGRAPHER

ST. MUNEYA, JAPANESE ARTIST.

Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8, Queen's
Road Central.

PRINTING

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Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,

Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann's Baking Powder. Granite Com-
position Red Head Brand.

BISMARCK & CO.,

Navy Contractors, Ship Chandler,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,

Shipchangers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants
144, Des Vaux Road.

MORE & SEIMUND,

25 and 26, Connaught Road, Praya Central.

Shipchangers, Sailmakers, Riggers,
Commission Agents and General
Storekeepers; Sole Agents for
Shipowners' Composition ("Grip-
land Brand") and Blumfeld
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.,

14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate ratesTHE AMERICAN SYSTEM
OF
DENTISTRY.

DR. M. H. CHAIN,

7, DES VEAUX ROAD CENTRAL HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1903.

OREGON LUMBER.

THE Undersigned, being closely connected

with the leading MILLERS at PORT-
LAND and PUGET SOUND and always pre-
pared to book orders for any specification at
LOWEST RATES. SIEMSEN & CO.

Hongkong, 14th February, 1901.

QUAN WAH & CO.,

GRANITE MERCHANT CONTRACTORS

Dealers in
MARBLE and GRANITE
MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application.

All descriptions of Gravestones for Export.

Hongkong, 17th October, 1899.

GERMAN FIRMS IN CHINA.

The U. S. Consul-General at Coburg sends
 the following particulars to his Government
 taken from a statement issued by the German
 Department of the Interior. We take it from
 the Journal of the American Asiatic Associa-
 tion.

During the last four years, the German
 commerce and capital engaged in China have
 increased to quite an extraordinary extent.
 This is particularly noticeable in Shanghai, the
 emporium of Eastern Asiatic commerce. The
 number of German firms there has risen from
 forty-three to sixty-eight. The one German
 bank in China (German-Asiatic Bank) has
 raised its paid-up capital (Aktienkapital) from
 Th. 3,750,000 (\$1,248,750) to its charter limit
 of Th. 5,000,000 (\$2,665,000). In consequence
 of the rising of the Boxers, the importation
 of arms into China has been prohibited, so that
 this remunerative branch of trade, which was to
 a great extent in the hands of German houses,
 has ceased almost entirely; otherwise, German
 capital and business enterprise are still in-
 tensified in the same lines as in 1898.

With regard to the trade in Peking
 (which is not open to foreign commerce)
 there are two German concerns which do
 a retail trade, their principal lines being
 articles for daily use and provisions for the
 foreigners in that city. A German post office
 exists at Peking, and an agency of the German-
 Asiatic Bank will be opened there in the near
 future.

The following shows the number and impor-
 tance of German firms in the various treaty
 ports, German shipping, etc.:

"Amoy has a German post office. There are
 two firms, with a capital of about 30,000 marks
 (\$1,400), engaged in industrial enterprises.

"Canton has a German post office. There
 are twelve firms which 4.50 per cent.—i.e., about
 40,000,000 marks (\$9,200,000)—of the total im-
 port trade of that port, and 75 per cent.—i.e., about
 60,000,000 to 70,000,000 marks (\$14,280,000
 to \$16,660,000)—of the export trade. Thirty
 German coasters and six German river boats
 make their headquarters at this city; in the
 city and its neighbourhood four different German
 missionary societies have erected main and
 subordinate stations, with a total force of forty-
 one missionaries.

"There is in Foochow one German firm with
 ample capital, the greater portion of which is
 invested in the tea trade. German capital is
 also interested in a factory where duck feathers
 are cleaned, and in a large company. The
 German marine service along the coast is ir-
 regular; in 1901, two German coasters and nine
 imperial mail steamers called at this port.

"Hankow has a German post office and tele-
 phone system. There are nine German firms
 and an agency of the German-Asiatic Bank.
 The capital engaged in business amounts to
 about 6,500,000 marks (\$1,547,000). The Ger-
 man share of the export trade amounts to
 about 12,000,000 marks (\$2,856,000), and of
 the import trade to about 3,000,000 to
 4,000,000 marks (\$714,000 to \$952,000). Four
 million marks (\$952,000) are invested in the
 coal mines of Pingsiang and 100,000 marks
 (\$23,800) in alumina manufactures. Five
 German steamers ply between Hankow and
 Shanghai, one steamer between Hankow and
 Tientsin, and one between Hankow and Swatow.

"Shanghai has a German post office. There
 are sixty-eight German firms besides the
 German-Asiatic Bank. The yearly turnover
 amounting to 120,000,000 marks (\$28,560,000),
 which is about 22 per cent. of the total trade
 of this port. Two German limited companies,
 controlling a capital of about 2,000,000 marks
 (\$475,000) are engaged in silk and cotton
 weaving. German capital participates in four
 cotton spinning mills, with a total investment
 of 9,500,000 marks (2,356,000); also in six silk
 thread manufactures; in three dockyards; in a
 flour mill with a total capital of 6,000,000
 marks (\$1,422,000); and in gas works with a
 paid-up capital of 900,000 marks (\$214,200),
 one-fifth of which belongs to Germans.

"German money is also invested in the
 Hongkong and Shanghai Banking Corporation,
 the Shanghai Land Investment Company, the
 Shanghai Tobacco Company, the Shanghai
 Cargo Boat Company and the Hongkong Wharf
 Company to a total of about 8,142,000 marks
 (\$1,937,795). Twenty-five German steamers do
 a large carrying trade along the coast. Nine
 imperial mail steamers, seven steamers of the
 North-German Lloyd, seventeen boats of
 Hamburg-American Line and six other German
 steamers called in 1901 at this important port.
 Fourteen missionaries are active in Chikiang
 and Kwangsi.

"Swatow has two German firms with con-
 siderable means, about \$24,000 of which are
 invested in a factory producing Sumatra oil.
 Two German steamers ply between Hongkong,
 Swatow and Dell, and one between Swatow
 and Hankow. Eighteen steamers of the North
 German Lloyd's Orient Line, on their journey
 to Bangkok and Singapore, and 152 other
 German steamers called at this port in 1901.
 There are sixteen missionaries.

"Tientsin has a German post office. There
 are twenty-nine German firms and the Germa-

Asiatic Bank. The total capital invested in
 business enterprise amounts to about 19,000,000
 marks (\$4,522,000). Germany's share of the
 total import business is 60 per cent. and of the
 export 45 per cent. The German capital invest-
 ed in the Kaiping mines amounts to about
 810,000 marks (\$192,780). Four German
 steamers, three of which belong to Han, of
 Apurand, and one to the Hamburg-American
 Line, maintain a regular coasting service be-
 tween Shanghai, Tientsin, Chefoo, and Tientsin.
 In all, 123 steamers sailing under the German
 flag have called at this port. Forty-six mis-
 sionaries are stationed here.

"Chefoo has a German post office and tele-
 phone service. Four German firms, with a capital
 of about 1,500,000 marks (\$357,000), do a yearly
 business of 4,000,000 marks (\$1,071,000). A
 regular service of mail steamers between
 Shanghai, Tientsin, Chefoo, and Tientsin is
 carried on by means of four German boats. In
 1901, 238 German steamers called at this port.

NEW ARMY RIFLE.

Thousands of the new Army rifle are now
 being produced at Enfield, and the Government
 will shortly give contracts for its manufacture to
 private firms. The whole of the Army, includ-
 ing the Militia and Volunteers, will be gradually
 supplied with the new weapon in place of the
 present Lee-Enfield. The expenditure involved
 in a general re-arming will be spread over a
 number of years. It is estimated that the total
 cost will eventually approach £3,000,000. The
 Government have adopted the clip-
 loading principle favoured by the Boers and
 Continental Powers. The authorities, how-
 ever, are not prepared to admit that acquaint-
 ance with the Boer's Mauser is the cause of
 anything. The new rifle will be known officially
 as the "modified Lee-Enfield."

It is regarded as an improvement on the
 Mauser, but the fact that the clip-loading plan
 has not been adopted shows that the authori-
 ties admit that the rifle used by the Boers
 was inferior to that of our own enemies.
 The magazine will be loaded from two chambers
 of five cartridges each. To facilitate loading
 the magazine will be somewhat deeper than in
 the present rifle, and it is so designed that
 before filling there will be no need to detach it.
 The ten cartridges can be placed in the
 magazine in two movements. The new weapon
 will also be one pound lighter and fire inches
 shorter than the present one. It will take the
 place of the cavalry carbine, and will be the
 chief arm of mounted as well as infantry troops.

SIXTY YEARS OF POPULARITY

is the record of Painkiller (Perry Davis'), but
 the shops are full of imitations made to sell
 upon the great reputation of the genuine. Be-
 cautious, therefore, when you ask for a bottle
 to see that you get the genuine. An unfailing
 remedy for coughs, colds, bronchitis. (238-10)

CARBOLINEUM-AVENARIUS
USED FOR OVER 25 YEARS.

Thoroughly reliable preservative for Wood
 and Stone against White Ants, Decay, Fungus
 Rot, and Dampness.

LUTGENS, EINSTAMANN & CO.
 Sole Agents for China.
 Hongkong, 1st July, 1902.

ON SALE.

THE CHRONICLE AND DIRECTORY, al-
 though printed in smaller type than formerly,
 and condensed in every possible manner, con-
 tains every year more pages.
 Royal Octavo—Complete with Fourteen Maps
 and Plans, pp. 1,574, \$9.00. Directory only
 pp. 1,179, \$5.00.

THE HONGKONG DIRECTORY
 AND HONG LIST FOR THE FAR EAST
 FOR
 1903.
 THE FORTY-FIRST ANNUAL ISSUE.

NOTICES OF FIRMS

CHINA COMMERCIAL STEAMSHIP

COMPANY, LIMITED.

司公限有船輪華中

THE OFFICES of the above Company have

been OPENED at No. 35, QUEEN'S

ROAD CENTRAL, 2ND FLOOR.

Hongkong, 21st March, 1903.

CHINESE-AMERICAN COMMERCIAL

COMPANY.

司公美華

IMPORTERS, EXPORTERS AND

MANUFACTURERS.

THIS Company's Offices are Established at

No. 20 and 21, CONNAUGHT ROAD,

opposite Douglas's Pier.

Hongkong, 1st May, 1903.

WM. POWELL, LD.

DRESSMAKERS, DRAPERS, AND GENTLEMEN'S
 OUTFITTERS,
 28 AND 34, QUEEN'S ROAD CENTRAL.

DRESSMAKING UNDER EXPERIENCED EUROPEAN
 SUPERVISION.

GENERAL DRAPERY GOODS OF EVERY KIND ALWAYS
 IN STOCK.

EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

GENTLEMEN'S DEPARTMENT THOROUGHLY, UP-TO-DATE.
 SHIRTS, TIES, COLLARS, BOOTS, PANAMAS,
 RAINCOATS, ETC.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE.

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE.

DETONATORS, SAFETY FUSE.

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAIWEI.

AGENTS—

JARDINE, MATHESON & CO.

RICHMOND GEM CIGARETTES.

RICHMOND GEM CIGARETTES ARE MADE FROM PURE SUN-CURED

VIRGINIA NATURAL LEAF TOBACCO. ABSOLUTELY PURE.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and 3, those vessels berthed at the Kowloon Wharf &c., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, &c.	SHANGHAI	Brit. str.	2 m.	E. Spicer, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, &c., via PORTS OF CALL.	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On 23rd inst., at Noon.
LONDON	PATROCLOS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th inst.
LIVERPOOL, via GENOA	CALEDONIAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th June.
LIVERPOOL, via GENOA	HYDRA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 17th inst.
MARSEILLES, LONDON & ANTWERP	JASON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th June.
MARSEILLES, LONDON & ANTWERP	WAKASA MARU	Jap. str.	2 m.	J. B. McMillan	BUTTERFIELD & SWIRE	To-day.
MARSEILLES, LONDON & ANTWERP	CALEDONIAN	Fran. str.	2 m.		NIPPON YUSEN KAISHA	On 16th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP	ALCIBIOS	Brit. str.	2 m.		MESSAGERIES MARITIMES	On 19th inst., at 8 A.M.
MARSEILLES, LONDON & ANTWERP	ANTENOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd June.
BREMEN, via PORTS OF CALL.	BAYERN	Ger. str.	2 m.	H. Blecker	MELCHERS & CO.	On 7th July.
HAVRE & HAMBURG	SAXONIA	Ger. str.	2 m.	Brühmer	HAMBURG-AMERIKA LINIE	To-morrow, at Noon.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	2 m.	Foto	HAMBURG-AMERIKA LINIE	On 14th inst.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 16th June.
HAVRE & HAMBURG	NURNBERG	Ger. str.	2 m.	Dorck	HAMBURG-AMERIKA LINIE	On 30th June.
TRIESTE, &c., via SINGAPORE, &c.	CHINA	Aus. str.	2 m.	Jaburg	HAMBURG-AMERIKA LINIE	On 14th July.
NEW YORK, via SUEZ CANAL	PENROCKSHIRE	Brit. str.	2 m.	Moses	SANDER, WIELER & CO.	On 18th inst., P.M.
NEW YORK, via PORTS & SUEZ CANAL	SAGAMI	Brit. str.	2 m.		SHERMAN, TONES & CO.	On 18th inst.
NEW YORK, via SUEZ CANAL	HEATFORD	Brit. str.	2 m.		DODWELL & CO., LTD.	About 25th inst.
NEW YORK, via PORTS	NUBIA	Ger. str.	2 m.	von Hoff	HAMBURG-AMERIKA LINIE	On or about 25th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	To-morrow, at Noon.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 27th inst.
VICTORIA (B.C.) & SEATTLE, via SHANGHAI, &c.	AJAX	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow.
VICTORIA (B.C.) & SEATTLE, via SHANGHAI, &c.	IFO MARU	Jap. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 19th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE, via SHANGHAI, &c.	VICTORIA	Brit. str.	2 m.	J. Pantou	DODWELL & CO., LIMITED	On 23rd inst.
PORTLAND, OREGON	INDRAPURA	Brit. str.	2 m.	Hollingsworth	PORTLAND & ASIATIC S.S. CO.	On 21st inst.
AUSTRALIAN PORTS	KARUGA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 22nd inst.
AUSTRALIAN PORTS	TRINAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 22nd inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	MORAVIA	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 15th inst.
YOKOHAMA & KOBE	BOMBAY MARU	Jap. str.	2 m.	T. Murali	NIPPON YUSEN KAISHA	On 18th inst., P.M.
MOJI, KOBE & YOKOHAMA	LOTHIAN	Brit. str.	2 m.	Williamson	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
MOJI, KOBE, MANZANILLO, MEXICO & SAN FRANCISCO	CHANG HA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	2 m.	F. Davis	NIPPON YUSEN KAISHA	On 22nd inst., at Daylight.
KOBE & YOKOHAMA	KURUMA MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	HUNAN	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
SHANGHAI	LYEEMOON	Brit. str.	2 m.	Th. Lehmann	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	KANSU	Brit. str.	2 m.		SHERMAN, TONES & CO.	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	OCEANIAN	Fran. str.	2 m.	Guignes	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	CHUSAN	Brit. str.	2 m.	C. L. Daniel	MESSAGERIES MARITIMES	On or about 17th inst.
TAMU, via SWATOW & AMOY	DAJOI MARU	Jap. str.	1 m.	T. W. Groves	P. & O. S. N. Co.	About 23rd inst.
AMOY, via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSHEN KAISHA	On 17th inst.
FOOCHOW, via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSHEN KAISHA	To-morrow.
SWATOW, AMOY & FOOCHOW	PHALEN	Brit. str.	2 m.	Rolson	OSAKA SHOSHEN KAISHA	On 20th inst.
MANILA	WATYANG	Brit. str.	2 m.	Weigall	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
MANILA	LOONGSANG	Brit. str.	2 m.	N. Tate	JARDINE, MATHESON & CO.	On 16th inst.
MANILA DIRECT	ROSETTA MARU	Brit. str.	2 m.	R. Rodger	TOYO KISEN KAISHA	On 14th inst., at 4 P.M.
MANILA	SUNOKIANG	Brit. str.	2 m.		SHERMAN, TONES & CO.	On 15th inst., at 11 A.M.
MANILA	TRINAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
MANILA DIRECT	ROBI	Brit. str.	2 m.	E. W. Almond	BUTTERFIELD & SWIRE	On 22nd inst.
SAMARANG & SOERABAYA	HANYANG	Brit. str.	2 m.		SWANSON, TONES & CO.	On 23rd inst., at 10 A.M.
SINGAPORE, PENANG & CALUTTA	LAISANG	Brit. str.	2 m.	Courtesy	BUTTERFIELD & SWIRE	On 18th inst.
BOMBAY, via SINGAPORE & COLOMBO	KINSHU MARU	Jap. str.	2 m.	F. L. Pye	JARDINE, MATHESON & CO.	On 14th inst., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	To-day, at Noon.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, via SWATOW	"DAIJI MARU"	SUNDAY, 17th May
AND AMOY	"DAIJIN MARU"	SUNDAY, 24th May
TAMU, via SWATOW	"MAIDZURU MARU"	WEDNESDAY, 13th May
AND AMOY	"ANPING MARU"	WEDNESDAY, 20th May
FOOCHOW, via SWATOW	"ANPING MARU"	WEDNESDAY, 20th May

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class of Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamu to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central, Hongkong, 12th May, 1903.

T. ARIMA, Manager

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA PORTLAND, OREGON

OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	CAPTAIN	TO SAIL ON
"INDRAPURA"	4,890	A. E. Hollingsworth	May 22 1903
"INDRASAMHA"	5,197	R. P. Craven	June 14 1903
"INDRAVELLI"	4,890	W. E. Craven	July 14 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 3th May, 1903.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KINSHU MARU	BOMBAY, via SINGAPORE and COLOMBO	Tuesday, 12th May, at Noon.
F. L. Pye	COLOMBO	Friday, 15th May, at Noon.
BOMBAY MARU	MOJI, KOBE and YOKOHAMA	Saturday, 16th May, at Daylight.
T. Murali	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	Saturday, 16th May, at Daylight.
WAKASA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	Tuesday, 19th May, at 4 P.M.
J. B. McMillan	NAGASAKI, KOBE and YOKOHAMA	Wednesday, 20th May, at Noon.
IYO MARU	SYDNEY and MELBOURNE via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	Thursday, 21st May, at Noon.
C. H. Butler	KOBE and YOKOHAMA	Friday, 22nd May, at Daylight.
KUMANO MARU	KOBE and YOKOHAMA	Friday, 22nd May, at Noon.
E. W. Haswell	BOMBAY, via SINGAPORE and COLOMBO	Tuesday, 2nd June, at Noon.
KASUGA MARU	BOMBAY, via SINGAPORE and COLOMBO	Tuesday, 2nd June, at Noon.
H. Fraser	BOMBAY, via SINGAPORE and COLOMBO	Tuesday, 2nd June, at Noon.
BINGO MARU	KOBE and YOKOHAMA	Friday, 22nd May, at Daylight.
F. Davis	KOBE	Friday, 22nd May, at Noon.
IZUMI MARU	KOBE	Friday, 22nd May, at Noon.
M. Yagi	BOMBAY, via SINGAPORE and COLOMBO	Tuesday, 2nd June, at Noon.
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	Tuesday, 2nd June, at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round the World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

A. S. MIHARA, Manager.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 13 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

1903

R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 13th May
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th May
R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 3rd June
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 10th July
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 22nd July
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 5th Aug.
R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 12th Aug.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 19th Aug.
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to J. D. E. BROWN, General Agent, Pender Street.

6.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRECHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, ORENTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

1903

STEAMERS	DESTINATIONS	SAILING DATES
SAXONIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 14th May. Freight.
NUBIA	NEW YORK via PORTS	On 31st May. Freight.
SEGOVIA	HAVRE, BREMEN and HAMBURG (Calling at Singapore and Colombo)	On 2nd June. Freight.
STRASSBURG	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 16th June. Freight & Passengers.
SUEVIA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 30th June. Freight.
NURNBERG	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 14th July. Freight.
Capt. Jaburg	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 14th July. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

QUEEN'S BUILDINGS, No. 1.

SHIPPING.

ARRIVALS.

May 11, 7 A.M. — "EMPEROR OF JAPAN" from Hongkong, 1st class.
May 11, 7 A.M. — "ATHENIAN" from Hongkong, 1st class.
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